

CHANGING THE NAME OF CERTAIN PROJECTS FOR NAVIGATION AND OTHER PURPOSES ON THE AR- KANSAS RIVER

DECEMBER 16, 1970.—Referred to the House Calendar and ordered to be printed

Mr. FALLON, from the Committee on Public Works,
submitted the following

REPORT

[To accompany H.R. 13493]

The Committee on Public Works, to whom was referred the bill (H.R. 13493) to change the name of certain projects for navigation and other purposes on the Arkansas River, having considered the same, report favorably thereon with an amendment and recommend that the bill as amended do pass.

The amendment is as follows:

Page 1, strike out line 9 and insert in lieu thereof, "the McClellan-Kerr Arkansas River Navigation System."

PURPOSE OF THE BILL

The purpose of the bill is to rename the Arkansas River navigation and comprehensive development program which was originally authorized by the act entitled "An Act Authorizing the Construction of Certain Public Works on Rivers and Harbors for Flood Control, and for Other Purposes", and which was approved June 28, 1938 (52 Stat. 215), as amended and supplemented, to be known and designated hereafter as the "McClellan-Kerr Arkansas River Navigation System"; as well as to rename and change the names of certain projects for navigation and other purposes on the Arkansas River under this comprehensive development program as follows:

Lock and dam No. 1, Arkansas, on the Arkansas Post Canal approximately 2,000 feet from the White River shall be known and designated hereafter as the "Norrell lock and dam".

The canal connecting the White River at river mile 10 with the Arkansas River at river mile 41.6 shall be known and designated hereafter as the "Arkansas Post Canal".

The water area on the Arkansas River, main channel, created by the cutoff at Boyds Point and a closure at the upstream end of the former channel, at Pine Bluff, Ark., shall be known and designated hereafter as "Lake Langhofer".

Lock and dam No. 7, Arkansas River at Little Rock, Ark., shall be known and designated hereafter as "Murray lock and dam".

Lock and dam No. 8, Arkansas River at Conway, Ark., shall be known and designated hereafter as "Toad Suck Ferry lock and dam."

Lock and dam No. 10, Arkansas River in the vicinity of Russellville and Dardanelle, Ark., shall be known and designated hereafter as "Dardanelle lock and dam," and the reservoir created by Dardanelle Dam shall be known and designated hereafter as "Lake Dardanelle."

The public overlook on the left descending river bank approximately 1,600 feet upstream of Dardanelle Dam shall be known and designated hereafter as "Candle Overlook."

GENERAL STATEMENT

This comprehensive plan for the development of the Arkansas River provides a navigable channel from the Mississippi River northwesterly to Catoosa, Okla., and serves the additional purposes of flood control, hydroelectric power, water supply, recreation, fish and wildlife enhancement, and water quality improvement.

Senator John L. McClellan was born in Sheridan, Grant County, Arkansas, on February 25, 1896. He was admitted to the Arkansas State bar in 1913 and commenced the practice of law in his home State. Subsequent to serving as prosecuting attorney in the Seventh Judicial District of Arkansas from 1927-30, he was elected to the 74th and 75th Congresses as a Member of the House of Representatives from January 3, 1935 to January 3, 1939. He was elected to the U.S. Senate from Arkansas in 1942 and has been reelected each successive term to the U.S. Senate since that time. He is chairman of the Senate Committee on Government Operations, is a member of the Appropriations Committee and its Subcommittee on Public Works, and chairman of the Subcommittee on Criminal Laws and Procedures of the Committee on the Judiciary. Senator McClellan has served with great distinction during his many years in the Congress, and is universally respected and loved by his colleagues and constituents. His career has been marked by his great contributions to this Nation including the area of public works. Although his monumental deeds in furtherance of the national water resources development were time consuming he never forgot his responsibilities to his own State and region.

Robert S. Kerr was born in Ada (Indian territory) Okla., September 11, 1896. He was admitted to the Oklahoma bar in 1922 and began the practice of law in Ada, Okla. He was active in local and State governmental affairs as well as in business and industry in the State of Oklahoma. He became Governor of the State of Oklahoma in 1943 and after serving as Governor he was elected to the U.S. Senate in 1948 and served continuously until his death in 1963. At the time of his death he was chairman of the Subcommittee on Flood Control-Rivers and Harbors of the Senate Public Works Committee. During the

period of time he served in the Senate he was extremely active in the water resources development field. He was chairman of the Senate Select Committee on National Water Resources and many of the findings of this committee led to major policy determinations that are today followed in the field of water resource development. Senator Kerr was highly respected and loved by his colleagues in the Senate.

W. F. Norrell, from Monticello, Ark., served in the House of Representatives from 1938 until his death in 1961. Prior to that time he served in the Arkansas State legislature and was president of the State senate. During his entire period of public service he was a leader in the development of water resources in his native State. In the Congress he was active in securing initial authorization and construction of the Arkansas River project.

The canal connecting the Arkansas and White Rivers would be named the Arkansas Post Canal in recognition of the name that is already in common local use. It refers to the nearby community of Arkansas Post, which was settled at the start of the territorial fur trading period and is often mentioned in early historical accounts.

G. A. Langhofer, former vice chairman of the Pine Bluff, Arkansas Port Authority, and Pine Bluff area engineer for the Corps of Engineers, was a native of Abilene, Kans. He joined the corps in 1919, and retired in 1960 to become an engineering consultant. In 1967, after his retirement, he was named to the Gallery of Distinguished Civilian Employees of the Vicksburg District. He died in 1968.

John C. (Jack) Murray was for 30 years the Little Rock, Arkansas, Chamber of Commerce traffic manager, and a supporter of the Arkansas River project. He was also a director of the Mississippi Valley Association. He died in 1956.

Lock and dam numbered 8, which would be named the Toad Suck Ferry lock and dam, forms a highway bridge which replaced the Toad Suck Ferry. Prior to replacement by the bridge, this ferry had operated since the time of fur traders and early settlers. According to local legend, its name derives from the fact that liquor was sold on one streambank in jugs known as toads, and those who used the ferry to purchase the liquor were known as toad suckers. Thus from early days, the ferry has been known as the Toad Suck Ferry.

Lock and dam numbered 10 would be named Dardanelle lock and dam, and the reservoir Lake Dardanelle, for the nearby town of Dardanelle, Ark.

Reece Candle, of Russellville, Ark., was an attorney and representative in the Arkansas legislature. He was an early supporter of the Arkansas River project from the 1930's until his death.

COST TO THE UNITED STATES

Enactment of this legislation will not result in any cost to the United States.

COMMITTEE VIEWS

The committee believes it fitting and proper to designate the name of the comprehensive plan for the development of the Arkansas River as

the "McClellan-Kerr Arkansas River Navigation System" and name various features of this program for navigation and other purposes on the Arkansas River in honor of the outstanding individuals who have contributed so much to our Nation as well as to the regions they served, and particularly in the water resources development field. The committee considers that the naming of lock and dam No. 10 for the city of Dardanelle to be appropriate and extremely meaningful to the community and the surrounding area. The naming of lock and dam No. 8 after Toad Suck Ferry is considered to be significant in retaining a bit of history in the Arkansas River region.

AGENCY COMMENTS

A letter submitted by the Department of the Army offering no objection to the enactment of H.R. 13493 follows:

DEPARTMENT OF THE ARMY,
Washington, D.C., May 27, 1970.

HON. GEORGE H. FALLON,
Chairman, Committee on Public Works,
House of Representatives.

DEAR MR. CHAIRMAN: This is in answer to your request for the views of the Department of the Army on H.R. 13493, 91st Congress, a bill to change the name of certain projects for navigation and other purposes on the Arkansas River.

The comprehensive plan for the development of the Arkansas River, authorized by the act of June 28, 1938 (52 Stat. 1215), as amended and supplemented, provides a navigable channel from the Mississippi River to Catoosa, Okla., and serves the additional purposes of hydroelectric power, flood control, recreation, and fish and wildlife enhancement. The bill would designate the entire project as the McClellan-Kerr Arkansas River project. In addition, it would designate various features of the project as follows: lock and dam No. 1 as the W. F. Norrell lock and dam; the canal connecting the White and Arkansas Rivers as the Arkansas Post Canal; the water area at Pine Bluff, Ark., created by the cutoff at Boyds Point, as Lake Langhofer; lock and dam No. 7 as Murray lock and dam; lock and dam No. 8 as Toad Suck Ferry lock and dam; lock and dam No. 10 as Dardanelle lock and dam, and the reservoir created by the dam as Lake Dardanelle; the public overlook at Dardanelle Dam as Caudle Overlook.

Senator J. L. McClellan of Camden, Ark., was elected to the U.S. Senate in 1942. He is chairman of the Senate Committee on Government Operations, a member of the Appropriations Committee and its Subcommittee on Public Works, and chairman of the Subcommittee on Criminal Laws and Procedures of the Committee on the Judiciary. Robert S. Kerr of Oklahoma City, Okla., served as Governor of that State, and was elected to the Senate in 1948 where he served until his death in 1963. At the time of his death, he was chairman of the Subcommittee on Flood Control-Rivers and Harbors of the Senate Public Works Committee. Senators McClellan and Kerr both played a major role in the development of the Arkansas River project.

W. F. Norrell, from Monticello, Ark., served in the House of Representatives from 1938 until his death in 1961. He, to, was instrumental in securing authorization and construction of the Arkansas River project.

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Reece Candle, of Russellville, Ark., was an attorney and representative in the Arkansas legislature. He was an early supporter of the Arkansas River project from the 1930's until his death.

The Department of the Army has no objection to enactment of the bill.

The Bureau of the Budget advises that, from the standpoint of the administration's program, there is no objection to the presentation of this report for the consideration of the committee.

Sincerely,

STANLEY R. RESOR,
Secretary of the Army.

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